

30 September 2024

File Ref: OIAPR-1274023063-30135

Tony Randle

By email: fyi-request-28181-3b27c7cb@requests.fyi.org.nz

Tēnā koe Tony,

Request for information 2024-211

I refer to your request for information dated Monday 26 August 2024, which was received by Greater Wellington Regional Council (Greater Wellington) on 26 August 2024. You have requested the following:

“For each PTOM unit for Greater Wellington public transport services (bus, train and ferry) for the year 2023/24, can the GWRC please provide:

- 1) The patronage data for the unit by month*
- 2) The fare Revenue for the unit by month*
- 3) The data that shows the extent to which the unit is subsidised by month*
- 4) The Commerciality Ratio for the unit by month”*

Greater Wellington’s response follows:

Please refer to **Attachment 1** which contains the requested information.

We note that we have provided you with the requested information for the financial years 2020/21, 2021/22 and 2022/23 in our previous response to your request for information 2023-281 dated 1 December 2023 (File Ref: OIAPR-1274023063-24266). On that basis, the Attachment 1 to this response is an updated version of the Attachment 1 to your previous request 2023-281 with the information for the financial year 2023-24 added.

Attachment 1 contains the information you have requested as follows:

- Table 1 provides patronage information for each operating unit by month
- Table 2 provides fare revenue information for each operating unit by month
- Table 3 provides SuperGold fare revenue information for total network and units by month
- Table 4 provides operating expenditure information for each operating unit by month

- Table 5 provides the expenditure at 51% Funding Assistance Rate for each unit by month
- Table 6 provides Commerciality Ratios for each bus operating unit and for the network

The Commerciality Ratios are calculated for the financial years 2020/21, 2021/22, 2022/23 and 2023/24 based on the approach and formula set out in Appendix H of the New Zealand Transport Agency – Waka Kotahi Procurement Manual which can be found at: <https://www.nzta.govt.nz/resources/procurement-manual/>.

Appendix H of the procurement manual requires calculation of Commerciality Ratios only for the Region as a whole, and for each unit of public transport services identified in the Regional Public Transport Plan (RPTP) and separated by mode. Therefore, Greater Wellington does not calculate Commerciality Ratios for each month.

Please note that:

- The Commerciality Ratios provided in Attachment 1 are not representative of Greater Wellington Regional Council's Revenue and Financing policies in the Long-Term Plan.
- Greater Wellington does not use the Commerciality Ratios as a performance measure to inform its budget and funding structure in the Long-Term Plan or Annual Plans.
- Greater Wellington does not consider Commerciality Ratios as an appropriate measure to monitor the extent or distribution of subsidy over time. This is primarily on the basis that the cost components used to calculate the Commerciality Ratios do not include the expenses that are necessary to deliver the services, including the capital expenditure associated with fleet, network access charges for rail services, infrastructure maintenance and upgrades, and network-wide costs such as ticketing and real-time information.
- Metlink ferry services are operated under a net contract. Therefore, the cost component of the Commerciality Ratio includes the fare revenue as a proxy for the balance of the costs after contract price to estimate the gross operating costs.
- The ferry fare revenue is provided in this attachment as a total annual sum and used to calculate the Commerciality Ratios in Table 6.
- The SuperGold funding is allocated to bus units based on their share of the total SuperGold patronage.
- The fare revenue values do not include Crown funding of the Government half-price fares and Community Connect Schemes.
- The Airport Express service has been in operation as Unit 20 without funding contribution from central Government. Greater Wellington has been fully subsidising the Airport Express services.

- Costs are contract payments per unit that include base service fee, indexation, and special event service fee. The cost information relating to performance abatements, performance incentives and finance lease adjustments has been withheld in accordance with sections 7(2)(b)(ii) and 7(2)(i) of the Local Government Official Information and Meetings Act 1987 (the Act) on the grounds that releasing the breakdown of the cost estimates would be likely to unreasonably prejudice the commercial position of the operators when negotiating similar contracts, and Greater Wellington's ability to carry on, without prejudice or disadvantage, negotiations for the upcoming contracts.

We have considered whether the public interest in the requested information outweighs Greater Wellington's need to withhold certain aspects of the requested information. As a result, we do not consider that the public interest outweighs Greater Wellington's reason for withholding parts of the document under the grounds identified above.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where appropriate. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink